

WILSON WARNS AGAINST FIRES

[Republican A. P. Leased Wire]
President Wilson tonight issued a statement to "The people of the United States" calling their attention to the fact that Monday, October 9, has been established as a "fire prevention day" and urging that suggestions for avoiding fires be adopted.

The president declared that the fire losses in the United States have been estimated to amount to \$250,000,000 a year. His suggestions were as follows: "Let the people observe fire prevention day by a general cleaning up and removal of all debris, rubbish and inflammable materials, also let all chimneys be carefully gone over and placed in proper condition for winter use."

"Let all public and private institutions, hotels, asylums, factories and theaters be carefully looked over on that day, and when necessary, let changes be made that will further promote the safety of occupants."

"Let local authorities give attention to the matter of better building regulations, fire prevention and fire insurance, and add apparatus for fire fighting."

"Let fire drills be set on that day in institutions and practiced in public places, and in schools, and let teachers in the public schools instruct their pupils through short talks and proper programs on the danger of fire and the simpler means of fire prevention."

"Let a campaign of education along the lines of fire prevention be instituted in every factory, public building, theater, and other places where people live or congregate."

"Let publicity through the state and national press associations by timely talks pertaining to fire prevention and fire insurance be broadcast throughout the country."

INSTRUCTIONS

TO TERRORIZE POSTMASTERS

(Continued from Page One)

of extending campaign funds from general officeholders. It was entirely appropriate with the democratic scheme of things, that these orders from the democratic campaign committee should go to Mr. Ridgeway, because Mr. Ridgeway is not only chairman of the democratic campaign committee, but also the Texas member of the finance committee. Mr. Ridgeway's letter is especially disconcerting in that it shows that the national democratic campaign committee, Vance McCormick, chairman, is actually engaged in.

First, attempting to extort from each democratic postmaster or other federal appointee ten per cent of his salary for the Wilson campaign fund. Second, that there is to be a permanent political fund, which will keep an official record, and rate as "loyal" those who contribute and as "disloyal" those who do not.

Third, those who receive the letter are warned that the letter is directed to "proceed intelligently," so as to violate the purpose of the statute and keep out of the penalty.

The following is the text of the letter:

"Personal."
To County chairman:
"At the instance of a national committeeman, Postmaster, who conferred with the national campaign committee while in New York a few days ago, I am writing to suggest that you have a private interview with the postmasters in your county who were appointed by the present administration, in regard to contributing to the national democratic campaign fund. The names and salaries of these appointees are given below."

"The national democratic executive committee is expecting each postmaster, or other federal appointee, to contribute to the national campaign fund an amount equal to 10 per cent on one year's salary. Of course this is not compulsory, but we are advised that in the event President Wilson is re-elected there will be a permanent organization of our force throughout the country and a voice will be given to the postmaster appointees who contributed, as well as of the disloyalty of those who refused to contribute, toward the re-election of the administration from whom they received their appointments."

"The civil service law will not permit the writing of a letter to a postmaster, demanding money for campaign purposes, nor will it permit anyone to go to the postoffice and request a subscription to the campaign. But you can see the postmaster away from his place of business and make such an appeal to him as you would make to any other democrat to contribute to the national democratic campaign fund, and can advise him as to what the national committee is expecting of him."

"It is hoped that you will proceed intelligently along these lines, arrange in a legal way to solicit each democratic postmaster or other appointee of the present administration, to contribute to the Wilson campaign fund, all of whom should realize that the interests of President Wilson in this race are identical with their own."

Very sincerely yours,

"R. BONNA RIDGEWAY,

"Chairman, Central Committee."

Mr. McCormick in claiming that the hold-up letter was sent out without the knowledge of the national committee, fails to refer to the fact that its author, Mr. Ridgeway, is a member of the general finance committee of the national committee, and to the further fact that in his letter Mr. Ridgeway says that he acts at the instance of the Texas member of the democratic national committee, Mr. Pundexter, who had a few days previously been in New York in conference with Chairman McCormick, and members of the democratic campaign committee.

Those familiar with the organization of the democratic national committee may be disposed to accept with some degree of scepticism, Mr. McCormick's assertion. First, that Treasurer Marsh, of the democratic national committee, instructed two weeks ago that the Ridgeway letter be withheld, and second, that Mr. McCormick never learned of its existence until it was called to his attention 48 hours ago by the public press.

The date of the letter shows that even, according to Mr. McCormick's own statement, a week intervened between the time it was issued and the time that Mr. Marsh instructed that such card should be withheld, unmailed, "should not go out."

Confirmatory evidence that the ten per cent assessment plan is being operated in various parts of the country is in the hands of the republicans.

IMPERIAL GERMAN NAVY'S LONG ARM ACROSS THE SEA

(Continued from Page One)

The Passengers and Crews
The passengers and crews of the destroyed vessels were being taken into Newport were not expected to reach there until after midnight. Preparations to care for them had been made by Rear Admiral Knight, commander of the Narragansett Bay naval station, and Rear Admiral Elbert Gleaves, commander of the destroyer flotilla now at Newport.

The crew of the Strathdene, nearly all of them Lascars, were taken aboard the Narragansett lightship. Officers and men of the West Point took to their small boats after summoning assistance from shore.

The distress signals of the West Point were picked up by the government radio station at Newport, R. I. Rear Admiral Albert Gleaves, commander of the destroyer flotilla of the American Atlantic fleet, ordered his ships to the rescue. The West Point gave her position as fifty miles southeast of Narragansett, but the navy officials said that later reports indicated that the vessel was not more than ten miles off shore. The weather was thick. It was expected that the crew would not be brought into Newport until midnight.

Nantucket Heard Gun
The booming of the German's guns was distinctly heard at Nantucket. It was plain that the submarine had placed herself in the line of passenger and freight traffic and terrorized shipping along the coast.

In a flash wireless messages were sent up and down the coast and far out to sea warning everything afloat that a German ship was operating in the Atlantic line.

Every vessel equipped with wireless was ordered to make for the three mile zone and the commanders of merchant vessels of the entire allies lost no time in shifting their course. Those that were following what is known as the outside course turned to the inside course that would bring them closer to American land.

British consular officers who had been advised by the British embassy to warn British shipping against the U-53 renewed their caution on learning that the submarine had gone into action.

News Flow

Panic possessed the minds of ships' captains at points along the coast when the first reports of the torpedoing were received. The news that the U-53 had attacked British vessels traveled fast. Anxious inquiries were made at newspaper offices from seemingly almost everyone who had a friend on the water. A woman owned a share of stock in a merchant bottom.

The Frederick VIII of the Scandinavian-American line, which is being home the American ambassador to Germany, James W. Gerard, and Mrs. Gerard, was 600 miles east of New York when the news of the attack was received. The ambassador and his wife were on the vessel and were given to inquiring friends by the press.

The radio stations were suddenly closed to the press by an order from the navy department at Washington. It was explained that everything learned by government stations must first be reported to the navy department before being made public.

Particulars of the attack, however, continued to come from merchant vessels up and down the coast, and through marine observers on shore.

Beginning Day's Work
At daylight this morning the U-53 turned up southeast of Nantucket and got in the way of the American steamer Kansas of the American-Hawaii company bound from New York to Genoa by way of Boston with freight. The Kansas was flying the American flag. She was stopped by the submarine at 5:30 o'clock. Assured that the Kansas was an American-owned ship, the submarine allowed her to proceed.

Captain Smith, of the Kansas, reported to the Shoals lightship that he had been stopped. He said the submarine showed no colors, but from his first impressions he was convinced that it was a German. The Kansas was satisfied that it was the U-53.

First to Go Down
A half hour later the submarine encountered the Strathdene, commanded by Captain Wilson, and under charter by the French line. A subsequent message from the Nantucket lightship stated that the Strathdene had been sunk at six o'clock this morning and that the crew of twenty men were on the lightship. The steamer carried a crew of 24. There was doubt as to whether the lightship had picked them all up. The Strathdene sailed from New York for Bordeaux yesterday afternoon. She was of 4,321 tons and 275 feet in length. She was built in Greenwhich in 1909 and was owned in Glasgow.

The Next Victim
Pursuing her hostile course, the submarine next came up with the West Point bound from London for Newport News. The fate of the British freighter was told in the following wireless dispatch from her commander, Captain Harden, to the naval radio station:

"British steamer West Point, stopped by submarine and fired upon; getting back ready. Position 40:25 north 69 west. Get cutter."

Later messages gave further details. One stated that the steamer was being shelled by the submarine when the message was sent at 11:15 a. m. A third message said that the vessel was attacked at 10:45, ten miles south of Nantucket. The steamer Kansas picked up the distress signals and proceeded to her assistance from Cuba. Her course would take her past Nantucket shoals lightship.

The British freighter Isle of Lewes, carrying supplies for war purposes, sailed early today for Manchester, England, notwithstanding the U-53's visit to Newport. The Great City, another British freighter, deferred her sailing with a cargo of steel and horses consigned to the French government at St. Nazaire, France, but her agents said it was because of slow loading rather than any fear of danger.

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terrorized by the daring performance of a German submarine, so far from its home base.

The British consul said he had no information as to the present whereabouts of British patrol boats, although he assumed that these vessels had been notified by wireless that the U-53 was a few miles off the coast.

It was learned today that the embassy's warning had been sent to Halifax, N. S., the naval base for British ships operating in the north Atlantic, and to other points in the maritime provinces.

The British steamer Leonatus, without wireless and cut off from possibility of warning, is almost due here with a large cargo of supplies from Cuba. Her course would take her past Nantucket shoals lightship.

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Immediately after the S. O. S. call from the West Point was picked up at Newport today, Admiral Gleaves ordered the destroyer fleet to give assistance. The Jarvis, one of the fleet, being capable of making 31 knots, had steam up and was full speed on her way to the rescue. The destroyer fleet was ordered to proceed to the rescue of the West Point.

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NEWPORT, R. I., Oct. 8.—The British steamer Stephano, carrying nearly one hundred first and second class cabin passengers, including many American tourists, was sunk off Nantucket light ship at 4:30 p. m. today, presumably by the German submarine U-53.

The United States torpedo boat destroyer Balch reported the loss of the liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said the crew and passengers were safe aboard the Balch.

Confirmation of the rescue was contained in a later message sent by the destroyer to the naval station here. It was said that the ship had picked up the passengers and later had transferred the Americans to the destroyer Jenkins.

Rear Admiral Knight, commander of the Narragansett Bay naval district, said that the passengers who so desired would be allowed to remain on the warship until morning. At the same time he said, if they wanted to be set on their feet, they would be complied with as promptly as possible.

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LOGGERS FIND DOUGLAS-PHOENIX ROAD IN SHAPE FOR FAST TIME

The following wire was received last night from Lyle Abbott of The Republican who in company with Dick Hollingsworth and Mr. Lewis, of the Habbitt-Polson company, made the trip to Douglas in order to log the route of the Douglas-Phoenix road race to be held on November 13th. The trip was made in a new Jordan six.

"DOUGLAS, Oct. 8.—Most of the route of the Douglas-Phoenix race is in condition for the drivers who will dash for the capital on November 13, except that which is upon us. A run of about ten hours got the Jordan six here for the first official log of race route. Officials were met today in Florence, Tucson, Tombstone and Bisbee, and arrangements have been

made for the race to be held in many places. Some of the west bound traffic, it was thought, probably would be diverted to southern ports where the submarine or submarines now off the New England coast would follow the coast line and catch the fleet of tankers carrying oil eastward from the Tampico fields for the British navy might offer a tempting field for U boat operations.

News of the sinking of the enemy ships today drew expressions of satisfaction from the ranking Teutonic diplomats. The dispatch to Count Von Bernstorff by Lieutenant Captain Hans Rose arrived today but was said to have contained information of importance.

The dispatch was upon one sheet of paper. Captain Rose opened by reporting the arrival, adding that the visit to Newport was to show his respect to the American navy, knowing that many ships were gathered there. The commander ended with the statement that he thought he might secure some supplies, should they be offered him and requested the embassy to pay any bills.

Count Von Bernstorff left Washington tonight for New York. Tomorrow he will go to Shadow Lawn, N. J., where he has an appointment with President Wilson. It is generally understood that the ambassador will send an autographed letter from Emperor William replying to the president's personal message regarding relief in Poland.

The only action taken by an American government official today was the ordering of the torpedo flotilla at Newport to rescue the crews of vessels sunk. That the navy department approved the action was shown by the following brief statement, at the direction of Secretary Daniels.

"A dispatch was received from Admiral Knight saying that the U. S. S. Jarvis and other destroyers had left for the vicinity of Nantucket Shoals lightship vessel in answer to SOS calls."

As to Future Rescue Work
WASHINGTON, Oct. 8.—Should an extensive campaign be attempted in the western Atlantic, it is pointed out that American vessels cannot always be present, as they were today, to pick up crews, and some officials believe to make a practice of using the American fleet for systematic rescue work might be construed as unneutral.

In her note of December 2, 1915, Germany declared that "persons found on board a vessel may not be ordered into her life boat except when the general condition—that is to say, the weather, the condition of the sea and the neighborhood of the coast—admits of the nearest port."

Whether this declaration was fulfilled in the attacks off Nantucket could not be fully determined on the basis of information available tonight. In any case, there were indications that the American government would not be disposed to go deeply into that subject unless Americans were involved.

TRANSYLVANIA FREED AGAIN OF THE RUMANIANS
(Continued from Page One)

the fighting in this sector is developing favorably to the Russians, there has been recent news from this portion of the front, battles of equal intensity are proceeding along the Brody-Lemberg railway, near Zlochoff and in the Halicz region.

Although most of the military experts admit that there has been no piercing of the enemy line in Galicia or material change in the position, they assert that the main object of the recent burst of energy has already been accomplished, since the Austro-Germans have been compelled to withdraw troops from Transylvania, and Rumania has been helped out of a difficult situation.

With the French Armies
From a staff correspondent of the Associated Press, (via Chantilly.) Oct. 8.—The entente allied offensive north of the Somme has developed with such rapidity that no opportunity has arisen to clear the battlefield of the dead.

The correspondent of the Associated Press was enabled to watch the French troops Saturday when going to make a fresh attack whose result was the capture of territory over a kilometer in depth and six kilometers front which gave them a commanding position in the vicinity of Sally-Sailliet and at the same time possession of the Bapaume road.